

<b>Number</b> #001	<b>Subject</b> Emergency and Pursuit Operation of Police Vehicles	
<b>Effective Date</b> 5/31/2017	<b>Revision No.</b> 7	<b>Re-evaluation</b> Annual
<b>Amends</b> SOP #001 - Emergency and Pursuit Operations of Police Vehicles – Revision #6 dated 9/14/2015		

- I. DEFINITION
- II. APPLICABLE LAWS
- III. EMERGENCY VEHICLE OPERATION
- IV. DECISION TO PURSUE
- V. PURSUIT PROCEDURES
- VI. USE OF DEADLY FORCE DURING PURSUITS
- VII. SPECIALIZED POLICE VEHICLES
- VIII. TERMINATION OF PURSUIT
- IX. INTER- AND INTRA-JURISDICTIONAL PURSUITS
- X. SUPERVISORY RESPONSIBILITIES
- XI. SILENT RUN / IN-PROGRESS CALLS
- XII. FELONY STOP
- XIII. ADDITIONAL COMMUNICATIONS CENTER RESPONSIBILITIES
- XIV. POLICE ESCORTS

**OBJECTIVE:** To establish criteria for the emergency and pursuit operation of Bluffton Police Department (BPD) vehicles and for personnel in determining the level of response to various incident types or situations.

**POLICY:** The BPD will pursue known wanted criminals and traffic violators who fail to yield upon receiving proper notice. However, good judgment and common sense must be used in every vehicle pursuit engaged in by members of this department, keeping in mind that it is of the utmost importance that the officer not unduly endanger the public, themselves, or other employees. While involved in a pursuit, the officer must activate the patrol vehicle emergency equipment.

**SCOPE:** All members and employees of this Department shall be governed by the procedures set forth below.

I. **DEFINITION:**

- A. Vehicular Pursuit: An active attempt by an officer in an authorized emergency vehicle to apprehend a fleeing suspect who actively is attempting to elude the police.
- B. Authorized Emergency Vehicle: Any approved agency vehicle equipped with operable emergency equipment (i.e., blue lights and siren) pursuant to South Carolina Code of Law, Section 56-5-4700.
- C. Primary Unit: The police unit which initiates a pursuit or any unit which assumes control of the pursuit.
- D. Secondary Unit: Any police vehicle which becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.
- E. Reasonable Belief: Facts that would cause a reasonable person to conclude that the point at issue is probably true.
- F. Supervisor: A person designated by the Department to have supervisory control over the operation of the agency's vehicles during a pursuit. This would be the shift supervisor or his/her designee if unavailable.
- G. Response Codes: Response codes for calls for service are classified as Code 1, 2, or 3 response, depending on circumstances. These codes are defined as follows:

1. Code 1: Units responding Code 1 will respond to the location without delay by the most direct route, comply with all traffic regulations and will not use emergency warning devices.
2. Code 2: Unit responding Code 2 will respond immediately to the location of the emergency by the most direct means. Code 2 responses without the use of an audible signal or display of a visual signal are authorized only when the vehicle is being used by:
  - a. Obtain evidence of a speeding violation;
  - b. Responding to a suspected crime in progress when the use of an audible or visual signal, or both, could reasonably result in the destruction of evidence or escape of a suspect; or
  - c. Surveillance of another vehicle or its occupants who are suspected of involved involvement in a crime.
3. Code 3: Units responding Code 3 as the primary or back-up unit will respond rapidly to the location of the emergency by the most direct means using all emergency warning devices; and with paramount consideration for the safety of the public and agency personnel.

## II. **APPLICABLE LAWS:**

### A. Section Codes:

1. South Carolina Code of Laws, Section 56-5-30, provides municipal corporations with the authority to enforce local and state laws on all roads and highways with the municipality relating to the use and operation of vehicles on highways.
2. South Carolina Code of laws, Section 56-5-170: Emergency vehicle defined.
3. South Carolina Code of Laws, Section 56-5-3260(a): Pedestrian to Yield Right-of-Way to Emergency Vehicles.
4. South Carolina Code of Laws, Section 56-5-4700: Audible Signal Device and Signal Lamps for Emergency Vehicles.
5. South Carolina Code of Laws, Section 56-5-760: The Emergency Vehicle Statute.

### B. The section of laws enumerated above place two requirements on the operator of an emergency vehicle.

1. The operator must drive due regard for the safety of all persons using the streets and highways.
2. An emergency vehicle only gains the right-of-way when using **both emergency lights and siren**.

## III. **EMERGENCY VEHICLE OPERATION: [S.41.2.1]**

- A. Officers dispatched to incidents requiring a routine, (Code 1), response shall respond immediately to the scene while obeying all traffic laws. The officer will immediately notify dispatch of all emergency responses.
- B. Police Department vehicles may engage in emergency operations when responding to an existing emergency or when in pursuit of an actual or suspected violator of the law.
  1. An emergency is deemed to exist when a request for assistance is characterized by a need for immediate response to alleviate an impending threat to the safety of persons.
  2. Existing emergencies are defined as:
    - a. Calls in which an "officer needs assistance". If possible, the requesting officer should describe what type of assistance is needed.
    - b. Report of an explosion or fire with persons possibly trapped.
    - c. Report of a shooting, stabbing, other serious assault, drowning, armed robbery, burglary, or rape in progress or just occurred.
    - d. Unknown trouble in which violence is believed to be involved.
    - e. Traffic collision involving serious personal injury and/or death.
    - f. A known dangerous felon (warrants on file).
    - g. Any other incident that the supervisor deems necessary or so orders.

3. In general, emergency response will not be made for the following types of calls unless information furnished would warrant waiver of this policy by the supervisor:
  - a. Activated Alarm.
  - b. Traffic Collision.
  - c. Fight, Domestic Quarrel.
  - d. Fire or EMS Call.
  - e. Suicide.
  - f. Deceased Person.
  - g. Back-Up - Normal Request
  - h. "Cold" calls (occurred sometime in the past).
  - i. 9-1-1 Hang Up.
4. The provisions of this section do not relieve the operator of an emergency vehicle from the duty to drive with due regard for the safety of all persons and property upon the highway/roadway.

C. Although a supervisor may initially approve a Code 3 response, the supervisor has the authority to cancel or change the response code at any given time.

1. The communication personnel do not dispatch calls for service with a response code.

D. An operator involved in an emergency response shall utilize both the emergency lights and siren to warn vehicular traffic along with the emergency route. Also, if vehicle involved in a Code 2 and 3 has an operational in-car video system, it will be on during the entire emergency response.

E. A police vehicle in emergency operation may:

1. Exceed the posted speed limit within reason and due regard of circumstances as long as life and property are not endangered. Speed shall be governed by road and weather conditions, vehicular and pedestrian traffic and the exercise of good judgment.
2. Proceed through a red light or stop sign, but only after slowing or stopping as may be necessary for safe operation. In no event shall a controlled intersection be entered at a speed greater than which would allow an operator moving with the flow of traffic to see and/or hear the emergency vehicle and safely come to a stop or yield right-of-way.
3. Disregard regulations governing direction of movement or turning in specific directions as long as life or property are not endangered.
4. Park irrespective of the laws governing the parking of vehicles, except a police vehicle shall not block access to a fire hydrant at a fire scene.

#### IV. **DECISION TO PURSUE: [S.41.2.2,a]**

- A. **Violent Felonies** - An officer may engage in a motor vehicle pursuit of a person the officer reasonably believes has committed a violent felony as defined in this policy or for whom there is an outstanding arrest warrant for a violent felony. Violent Felonies are defined by South Carolina State Statute 16-1-60.
- B. **Violent Felonies, Misdemeanors, Criminal Offenses, and Traffic Infractions** - An officer may not engage in a motor vehicle pursuit of a person who has committed only a non-violent felony, a misdemeanor, a criminal traffic offense, a traffic infraction or a combination thereof, unless there is reason to believe the apprehension of the fleeing subject is necessary to maintain peace and order, if the reason for the pursuit and its nature does not outweigh the safety of the public and officer(s). Considerations to keep in mind under the subsection are;
  1. **Suspicion of DUI** - If evidence is gathered by the initiating officer and the officer feels that the danger of allowing the fleeing vehicle to continue without pursuit would jeopardize the public's wellbeing which the fleeing vehicle creates a higher risk than the pursuit itself.
  2. **Stolen Vehicles**
  3. **Reckless Driving** - After engaging a reckless vehicle and an attempt is made to stop the vehicle and the vehicle proceeds to evade the attempt it is up to the officer and supervisor to determine if the vehicle fleeing creates a higher risk if not apprehended than the danger of the pursuit itself.

4. During any pursuit if factors or evidence is gathered that increase the need to apprehend the suspect fleeing, (i.e.: destruction of evidence, weapons) and the risk of the pursuit does not out weigh the safety of public and/or officers(s) then upon approval, as long as the supervisor is continually notified of the circumstances can allow the pursuit to continue.

C. In deciding whether to initiate pursuit, the officer shall take into consideration:

1. Road, Weather and Environmental conditions;
2. Day or Night Pursuit;
3. Population Density, Vehicular and Pedestrian Traffic;
4. Whether the identity of the occupants is known and immediate apprehension is not necessary to protect the public or police officers and apprehension at a later time is feasible;
5. The relative performance capabilities of the pursuit vehicle and the vehicle being pursued;
6. The seriousness of the offense;
7. The availability of assistance from other officers; and
8. Pursuing officers experience.

V. **PURSUIT PROCEDURES: [S.41.2.1]**

The conditions and privileges that authorized emergency vehicle drivers must obey are contained in South Carolina Statute 56-5-760, Operation of Authorized Emergency Vehicles.

A. Number of Police Vehicles: No more than two (2) police vehicles will be actively involved in a pursuit unless specifically directed otherwise by the supervisor controlling the pursuit. The two police vehicles actively involved in the pursuit will be known as:

1. Primary Unit: This will generally be the initiating officer, but in all cases will be the unit in closest proximity to the fleeing vehicle; or if the initiating/primary officers request the secondary to take over primary (based on officer experience).
2. Support (secondary) Unit: A police unit which trails the primary unit at a safe distance and which will be immediately available to assume the pursuit or assist the primary unit in the event the fleeing vehicle is stopped. While trailing, the secondary unit will control the radio. **[S.41.2.2,c]**

B. Backup Vehicles:

1. With the exception of the primary and support unit, all police vehicles cognizant of the pursuit shall become backup units. They will remain alert to the direction and progress of the pursuit and may position themselves at strategic sites along the probable pursuit route or on parallel roadways for response to any exigencies that may develop.
2. Backup units will not be operated in an emergency mode.
3. There shall be no caravanning by field units not directly involved in the immediate pursuit.
4. Do Not pass primary vehicle unless requested by that unit, or if other circumstances exist such as an accident, mechanical malfunction, etc.

C. Emergency and Pursuit Vehicle Operation: Vehicle pursuit shall be conducted in strict compliance with existing statutes. **[S.41.2.1]**

1. Initial Contact: In order to diminish the likelihood of a pursuit developing, officers intending to stop vehicles shall, when practical, be within close proximity to the vehicles prior to activating the emergency lights and siren.
2. Emergency Equipment: Officers engaged in emergency operations (Code 3) and/or pursuits shall utilize, day or night, all emergency equipment, including:
  - a. Siren.
  - b. Emergency lights.
  - c. Headlights.

D. **Initiating/Primary Pursuit Notification Responsibilities:** The officer initiating a pursuit shall, in all cases, immediately notify the Communications Center Dispatcher, via radio, that a pursuit is underway and provide the following, if possible: **[S.41.2.2,b] [S.81.2.2]**

1. Unit identification.
2. Location, estimated speed, and direction of travel.
3. Vehicle description including license number, if known.
4. The specific reason for the pursuit, including known laws violated.
5. The following information is optional to be given at the discretion of the pursuing officer based on the conditions at hand:
  - a. Number and description of occupants, if known.
  - b. Description of vehicle being operated by the officer.
6. Officers involved in the pursuit should be given a clear radio channel. Radio traffic needs to be kept to a minimal to allow officers involved to communicate. All other radio traffic needs to move to an alternate radio channel designated by the Communication Center Dispatcher; or will become radio silent.
7. The officer initiating the pursuit shall, prior to the end of the shift, submit an Offense/ Incident (O/I) report documenting the circumstances of the pursuit to his/her immediate supervisor. Other officers involved in the pursuit will be required to complete a Supplemental Report detailing their involvement.
8. **Officer(s) shall not initiate or engage in a pursuit while transporting non departmental persons (prisoners, witnesses, civilian observers, etc.).**

E. **Offensive Tactics:** In the course of pursuit, deliberate contact between vehicles or forcing the pursued vehicle into parked cars, ditches, or any other obstacles; boxing in, heading off, ramming, or driving alongside the pursued vehicle while it is in motion is prohibited unless use of deadly force is necessary to protect the lives of officers or the public. Pursuit shall be primarily "following" actions. Reckless or hazardous driving maneuvers shall not be duplicated by any pursuing vehicle. **[S.41.2.3,a] [S.41.2.3,d]**

F. **Passing:** There shall be no attempt by officers to pass the primary pursuit vehicle. **[S.41.2,3,d]**

G. **Spacing:** All units in pursuit, whether the vehicle in front of the unit is the fleeing vehicle or another police vehicle, shall space themselves at a distance that will ensure adequate braking distance.

H. **Traffic Regulatory Controls:** Pursuant to applicable South Carolina State Statutes, police officers, while engaged in a pursuit with emergency equipment activated, although not required to obey traffic regulatory controls, must at all times operate the vehicle in a manner so as to not endanger life or property and exercise due regard for safety of all persons.

I. **Road Blocks:** Are prohibited. **[S.41.2.3,a] [S.41.2.3,b]**

J. **Radio Transmission:** When a pursuit is in progress, radio transmissions shall be restricted to the primary pursuing unit until a secondary unit arrives and/or incidents of an emergency nature. Backup units will not advise their location or other information unless deemed necessary for apprehension efforts. To ensure clarity of transmissions, the communications unit will roll up the windows of his/her police vehicle. >The dispatcher shall advise all other units that a pursuit is in progress, and provide all relevant information to the pursuing unit's supervisor. **[S.41.2.2,b] [S.41.2.2,e] [S.81.2.2]**

K. **Officers Position:** Officers should make every effort not to place themselves in positions that would increase the possibility that the vehicle being approached, or which is approaching the officer, can be used as a deadly weapon unless positioning themselves for the placement of stop sticks.

L. **Use of Tire Deflation Devices:** Tire Deflation Devices: As with all operational decisions made during a vehicular pursuit, the use of tire deflation devices is subject to the assessment of inherent risk balanced against the need to apprehend a fleeing offender. The TDD is designed to stop or slow fleeing vehicles by deflating tires. The deployment of the TDD is at the discretion of the supervisor. In determining whether to deploy the device, the follow factors shall be considered:

1. Seriousness of the offense.
2. Consideration of the safety of the Officers involved in the deployment of the device.
3. Consideration of the safety of the public.
4. The available time frame for deployment.
5. The suitability of the deployment location. Any traffic-related or environmental hazards that could affect a successful deployment.
6. The TDD shall not be used at intersections, locations where geographic configurations, such as curves and steep embankments, increase the risk of injury.
7. The TDD shall not be deployed on motorcycles or two-wheeled vehicles, school buses transporting students, or any passenger bus transporting passengers.
8. The TDD shall not be used on vehicles transporting hazardous materials, and hostage situations.
9. The TDD may only be deployed by Officers trained in its use. **[S.41.2.3,c]**
10. The deploying Officer should identify and establish communications with the primary unit, and notify pursuing Officers of the location of the TDD and wait for acknowledgement.
11. The deploying Officer shall identify the suspect's vehicle description, weapon involvement, and other risk factors such as DUI, lack of headlights, etc.
12. The deploying Officer shall position his vehicle in a safe location for deployment purposes. Whenever possible, Officer should place their vehicles out of sight of the approaching suspect in order to reduce the chance of TDD avoidance.
13. Deploy device over travel lane as trained. Officers should take full advantage of the chord to get a safe distance away from the TDD, and when possible the cover position should be behind a fixed object.
14. All pursuit vehicles will maintain a safe distance to ensure adequate reaction and braking time.
15. Standby to immediately remove the TDD from the roadway after the pursued vehicle passes.
16. The deploying Officer shall indicate the deployment in an incident report or supplemental. **[S.41.2.3,e]**
17. The Officer shall inspect the device for any damage.
18. After any necessary maintenance, the TDD shall be returned to its storage location.
19. TDD's shall be stored in each of the patrol vehicles in their cases ready for full deployment.
20. Officers shall inspect the TDD's at least monthly.

M. **K-9 Officers:** If feasible, K-9 Officers who join the pursuit will attempt in a safe manner, to become the primary unit. The primary unit or the unit who initiated the pursuit will become the secondary unit and take over radio traffic. The K-9 Unit will respond and take over the pursuit and continue to apprehend the suspect vehicle. If at any time the pursuit is terminated or ends by the actions of the suspect vehicle and the suspect(s) deploy from the vehicle, the secondary unit(s) will remain behind the K-9 unit the K-9 officer and their canine are deployed. The K-9 officer, if applicable, will give instructions prior to deployment of the canine. Secondary officer(s) will remain with the vehicle until additional officers arrive or the K-9 Officer directs you otherwise.

VI. **USE OF DEADLY FORCE DURING PURSUITS:** The firing of shots from, or at, a moving vehicle or using a police vehicle to force the pursued vehicle off the roadway in an attempt to stop the vehicle is prohibited except:

- A. As a last resort to prevent death or great bodily harm to the police officer(s) or another person(s).

VII. **SPECIALIZED POLICE VEHICLES: [S.41.2.2,d]**

- A. Police vehicles without emergency equipment: Under state law 56-5-4970, unmarked or marked police vehicles that are not equipped with siren and emergency lights will not engage in pursuits.
- B. Unmarked Police Vehicles with Emergency Equipment: Unmarked police vehicles, motorcycles, and other specialized police vehicles designated for highway use and equipped with siren and emergency lights should engage in pursuit only under extreme circumstances and then only until such time as assistance can be obtained from a marked police vehicle bearing emergency lights and siren.

VIII. **TERMINATION OF PURSUIT: [S.41.2.2,g]**

- A. Primary and/or support unit officers will **immediately** terminate the pursuit under the following conditions:

**X. SUPERVISORY RESPONSIBILITIES: [S.41.2.2,f]**

- A. Supervisors shall assert control by immediately acknowledging the pursuit, monitoring the pursuit, and taking the necessary action to ensure compliance with this policy.
- B. The immediate supervisor of the officer initiating the pursuit shall respond immediately to the location where the pursuit ends and assume command at the scene.
- C. The supervisor or their designee (MPO) of the initiating unit must ensure that:
  - 1. The authorized number of units are in pursuit and determines if more or less units are needed based on the nature of the offense, number of suspects, number of units present, and other clear and articulated facts which would warrant the increased hazard.
  - 2. Aircraft has been requested, if applicable.
  - 3. The proper radio channel is being used.
- D. Supervisors shall ensure that the unit initiating the pursuit writes an Offense /Incident report documenting the pursuit. **[S.41.2.2,i]**
- E. The supervisor must critique the pursuit in writing, by means of a Vehicle Pursuit Report, and forward it through the chain of command to the Chief of Police and/or his designee by the end of the shift or within 24 hours of the incident. The critique shall include the following: **[S.41.2.2,i]**
  - 1. Date and time.
  - 2. Length of time.
  - 3. Distances traveled.
  - 4. Weather and traffic conditions.
  - 5. Primary officer.
  - 6. Secondary officer.
  - 7. Additional units, including supervisors.
  - 8. Initial reason for pursuit.
  - 9. Highest speed attained.
  - 10. How the pursuit ended. If terminated by a supervisor or officer, the time and reason must be given.
  - 11. Injuries and how sustained.
  - 12. Traffic accident summary.
  - 13. Supervisor's narrative of pursuit and recommendations for training, policy or procedure changes, and/or discipline.
- F. The Pursuit Review Board shall review all vehicle pursuit reports for: training, equipment, tactics and procedure and develop a proposition report to be forwarded to the Chief of police and/or his designee for review.
- G. The Chief of Police and/or his designee shall review all Vehicle Pursuit Reports for subject matter of benefit in training, equipment, tactics, procedure and possible disciplinary action. After such review, if any training issues need to be addressed, the Chief of Police and/or his designee in charge of this responsibility will forward a copy to the Training Section, with a memorandum detailing those issues. A copy of the Vehicle Pursuit Report will also be kept in the appropriate file. The original pursuit's Vehicle Pursuit Report shall be forwarded to the Office of the Chief of Police for final review and disciplinary determination. **[S.41.2.2,i]**
- H. The designee responsible for reviewing pursuits will conduct an annual written analysis of pursuits, and conduct an annual review of pursuit policies and reporting procedures, which will be forwarded to the Office of the Chief of Police. **[S.41.2.2,j] [S.41.2.2,k]**

**XI. SILENT RUN / IN-PROGRESS CALLS:** Officers responding to in-progress calls where the activation of a siren could endanger the life of a victim or when no lives are in jeopardy and there is an opportunity to apprehend a criminal, shall activate their emergency overhead lights and shall use their siren at their discretion, deactivating it before reaching the area of the call. Speeds in excess of 20 miles over the posted limit are prohibited. **[S.41.2.1]**

1. The distance between the officer and violator is so great that further pursuit is futile.
2. The officer loses visual contact with the violator for an extended period of time (approximately 15 seconds or more).
3. A supervisor and/or his/her designee orders the pursuit terminated.
4. When there is an equipment failure involving the emergency lights, siren, radio, brakes, steering, or other essential mechanical equipment.
5. When there is a clear and unreasonable danger to the officer, fleeing motorist, and/or other persons. A clear danger exists when speeds dangerously exceed the normal flow of traffic or when vehicular or pedestrian traffic necessitates dangerous maneuvering, exceeding the performance capabilities of the vehicle or driver.

B. While not necessarily dictating immediate action, strong and continuing consideration will be given to termination of the pursuit under the following conditions:

1. Environmental factors such as rain, fog, or darkness substantially increase the danger of a pursuit; a pursuit will be terminated if there is inclement weather.
2. When the officer is unfamiliar with the area and unable to accurately notify the Communications Center of his/her location and the direction in which the pursuit is proceeding.
3. Road conditions are congested by traffic or pedestrians, especially during rush hours or in the area of any school/playground.

1. Under the following conditions, the primary pursuit unit will reduce the level of pursuit to that of a support or backup unit when:
  1. The fleeing vehicle comes under the surveillance of an air unit.
  2. Another police vehicle comes into closer proximity to the vehicle being chased.

D. Any officer having a reason to believe that the pursuit should be terminated should immediately advise the Communications Center Dispatcher.

E. Communications Center Dispatchers will document termination of pursuits by the officers and/or supervisors involved. Documentation will include noting on the dispatch card the name of the officer and/or supervisor and time terminated. **[S.41.2.2,e]**

#### **IX. INTER- AND INTRA-JURISDICTIONAL PURSUITS: [S.41.2.2,e] [S.41.2.2,h]**

A. When an officer is in pursuit into another agency's jurisdiction they shall have the Communications Center Dispatcher notify that agency and specify:

1. That the call is for assistance, or
2. That the call is a notification with no participation requested.

B. Requests by other agencies for pursuit assistance will be relayed to a Uniform Patrol supervisor for evaluation and assignment.

C. Upon being made aware of an inter- or intra-jurisdictional pursuit in progress by another agency, Officers shall not become involved in another agency's pursuit unless:

1. Authorized by a BPD supervisor.
2. It is clearly demonstrated that a lone unit from an outside agency is unable to request BPD assistance.
3. It is clear that an emergency exists which dictates the immediate intervention and assistance by other police units.

D. Caravanning is prohibited. In the event of multi-jurisdictional involvement, officers will count all vehicles involved and participate as either primary, secondary, or backup.

E. Once the offender has been stopped and backup units from the concerned agency arrive, all BPD units shall clear the scene and return to their assignments. Any assistance information may be obtained from the Communications Center via land line at the convenience of the agency involved.

XII. **FELONY STOP:** A felony stop approach shall be utilized when the pursuit has ended. Serious problems concerning officer safety are inherent in disorganized approaches.

XIII. **ADDITIONAL COMMUNICATIONS CENTER RESPONSIBILITIES:** [S.41.2.2,e]

- A. Perform relevant record and motor vehicle checks at the officers' request.
- B. Ascertain the availability of aerial and K-9 units, and report their status to the supervisor.

XIV. **POLICE ESCORTS:** [S.61.3.3,a]

- A. The BPD will not provide emergency escorts without supervisory approval. In the event of a medical emergency, an ambulance or rescue unit will be requested. In a life saving situation, an officer may transport, using his/her vehicle only with the approval of a supervisor. **[S.61.3.3,b]**
- B. Non-emergency escorts for parades, special events, public officials, dignitaries, funerals, etc., may be provided with the approval of the Chief of Police and/or his designee. Persons or organizations requesting escorts must possess the appropriate permits and authorization as required by the Town of Bluffton, if applicable.
- C. Requests from companies wishing to hire escorts for oversized vehicles or unusual or hazardous cargos will be referred to the officer in charge of off-duty details for review.

May 31, 2017

---

Joey Reynolds, Police Chief

— Date

